

## C 8127 - I-90 - Snowshed to Keechelus Dam Phase 1C - Replace Snowshed and Add Lanes

Q & A # 3, April 28, 2011

Question #	Reference & Page #	Question	Response
11	Special Provisions, Pages 194-196	Where are the different excavation areas defined?	The Roadway Excavation Incl. Haul areas are defined in the Special Provisions from page 194 to page 196. In Addendum No. 1, one more station range is added for Area B.
12	---	What and where are the temporary bridges? What are the alcoves? There was no pay item for the alcoves. How are they paid for? Is the Award date still on June 2?	The Alcoves are essentially blockouts in the walls with a fascia that matches the wall that is on either side of it. They are there for the large drainage structures because the wall anchors could not be designed around these structures. Because of the way we staged the construction, traffic has to drive over the alcoves, which are several feet below the roadway, for several seasons. Temporary bridges span the alcoves prior to constructing the final alignments and the final drainage structures. There is a Temporary Bridge special provision in Addendum No. 1 which lists the requirements and payment details for temporary bridges. In accordance with Addendum No. 1, the alcoves for Wall 8 are included in the payment for "Structural Earth Wall," and the alcoves for Walls 3 and 6 are included in the payment for "Concrete Fascia Panel - Geosynthetic Walls." The alcove plans will be included in the 1st addendum which will be issued to contract plan holders on May 3, 2011. The Alcove Details will be included in the 2nd addendum due to be issued to contract plan holders on May 18, 2011. The Bid Opening is scheduled for June 2, 2011.
13	---	How is the final conc. paving (both EB and WB) to be accomplished from the west end of the project through the snowshed? The Detour 5 traffic staging does not show this.	WSDOT is aware of this issue and is correcting it. Addendum No. 2, to be issued May 18, 2011, will have revised Detour 5 staging plans along with site specific traffic control plans that will show how traffic is detoured to complete the final conc. paving between the west end of the project and east end of the snowshed.
14	---	The DTM data on the website is not accessible.	The website DTM and ALG InRoads files can now be accessed and downloaded. There was an issue with the site. It was corrected by the afternoon on the same day that WSDOT received the question.